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SUBJECT Information Concerning Railroad Stations in and Near Kiev, USSR

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THIS IS UNEVALUATED INFORMATION

1. Station Darnitsa, located on the outskirts of Kiev, belonged to the category known as "classless station." This meant that it belonged to the highest classification insofar as the turnover of cars and the freight operations were concerned. For example, in 1941, during an average 24-hour period, between 2500 and 3000 cars were handled. The average unloadings numbered 200 cars and loadings, 80 cars, in the same 24-hour period.

2. Darnitsa had a very large classification yard and was equipped with up-to-date technical devices and a mechanical hump for classifying cars. The capacity of the hump for a 24-hour period was 75 trains. In order to receive trains directly into the classification yard from Nezhin and Bakhmach, a new approach track was built to connect with the Nezhin-Darnitsa line. This meant that all freight trains which had to be sorted or classified were directed to the Darnitsa classification yard rather than to the Kiev switching yards, as was previously done. The Station Darnitsa was a freight depot only, since all passenger trains were dispatched from Station Kiev I Passenger.

3. The classification yard had six tracks for receiving and 15 tracks for distributing, each long enough to hold between 75 and 100 cars. There were two switching yards at Darnitsa. One, known as the Kiev Yard, had 12 tracks and received and dispatched trains from Petrovka and Kiev. The other, known as the Poltava Yard, received and dispatched trains from Kiev and Poltava.

4. In the vicinity of Darnitsa are the following industries served by Station Darnitsa:

   a. Meat Combinate. The main item processed was bacon and the entire output was exported. A car washing point was located near this plant. Cars were steam cleaned after the livestock were unloaded.

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b. Freight car repair shop. This shop was built in 1933-1934. There were about 2000 employees.

c. Plywood Factory; employed about 200 employees.

d. Colophony Factory. Quinine was also produced at this plant for export.

e. Silk Factory. This plant produced various articles of silk but the main production was parachute silk for the air force. This plant was built in 1938-1939 and had about 3000 employees. All raw materials were shipped to the plant from the outside.

f. Chemical Plant. Built in 1937-1938; the production was secret. The plant was located in a wooded area and tree leaves were damaged by poisonous gases from the plant. There were about 1000 employees.

5. One of the major problems of the Soviet-Ukrainian Government after the Hitler-Stalin pact was to connect Kiev with the newly acquired city of Lvov (Lemberg). In 1939 a highway was planned to connect the two cities. Construction was begun the same year at Darnitsa. A reinforced concrete bridge was begun across the Dnepr River. At the outbreak of World War II, the stone piers were completed and about three-fourths of the steel supports. However, the Red Army blew up the entire construction when it retreated in 1942.

Station Kiev II, Moscow's

6. Kiev II Station is located on the outskirts of Kiev on the Darnitsa-Kiev I Passenger line. Originally this was part of the Moscow-Kiev-Vorony private line and the Kiev II Station was important as a transshipping junction. As of 1942 it was regarded as an intermediate station. The technical equipment was very poor in 1942. Blocking was absent. Switches were locked by padlocks (the keys being kept by the master switchman) or by "Melentiev's system."

7. Station Kiev II served the following industrial factories located in the vicinity:

a. Furniture factory (local consumption).

b. Candy factory (about 150 persons employed).

c. Tar-paper factory (about 100 persons employed).

d. Textile factory. Jersey material manufactured and women's dresses, sweaters and stockings were made. About 600 persons employed.

Station Kiev I, Passenger

8. Station Kiev I, Passenger, belonged to the "classless" group also. It was an assembly and dispatching point for local and express passenger trains. Express trains were dispatched from the tracks at Station Kiev I, Passenger, while local trains were dispatched from the tracks at the old terminal.

9. The following express trains were dispatched daily:

a. To Baku 1
b. To Moscow.....1
c. To Kharkov.....1
d. To Odessa.....1
e. To Shepetovka.....1
f. To Lvov.....1
Total.....6

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10. The following direct passenger trains were dispatched daily:

a. To Poltava.....6
b. To Moscow-Vorony.....8
c. To Chernigov-Priluki.....5
d. To Fastov-Kazatin-Zhmerinka-Zhitomir-Kamenets-Podolsk.....12
e. Other local trains.....30
Total (all trains).....67 [sic]
(approximately the same number of trains arrived daily at Kiev I)

11. Station Kiev I, Passenger, was built between 1928 and 1931. It was well equipped and compared with western-type stations. It had electric blocking and electric signalling devices. There were 20 distributing tracks and a 20-track switching yard. A weak point in the station operations was the fact that the depot was not large enough for the traffic. This problem was partially solved by enlarging Station Darnitsa and transferring to it the locomotives used for assembling trains at Station Kiev I. However, a new and larger station was being planned to accommodate the traffic.

12. Station Kiev I, Passenger served Lenin's Forge and T.E.C. (Central Electric-Heating Plant). Lenin's Forge manufactured boilers for the Kiev Ship Yard as well as other mechanical parts. About 5000 workers were employed. The T.E.C. supplied heat and hot water to the city. In addition the Bolshevik Plant, which manufactured agricultural equipment and employed about 5000 workers, was served by Kiev I.

Post Volynskij

13. The station known as Post Volynskij was located about 7 km west of Station Kiev I, Passenger and about 8 km west of Kiev Freight. It had four tracks for passenger trains and two tracks for freight trains from Fastov and Kazatin to Kiev I, Passenger, Kiev Freight and to Darnitsa through Station Petrovka. The Yard "A" at Post Volynskij received trains from Fastov and Kiev and dispatched them to Kiev I, Passenger, Kiev Freight, Darnitsa and Fastov. In Yard "B" trains were received from Petrovka and Darnitsa (through Petrovka) and dispatched to Fastov, Kazatin and Zhmerinka. Yard "A" had six tracks and Yard "B," four tracks. Post Volynskij had mechanical blocking equipment. Plans were underway for the construction of a new distribution yard just before World War II.

Station Sviatoshino

14. Station Sviatoshino, located on the Kiev-Korosten line, was a second class station. It had six tracks for receiving and dispatching trains from Petrovka and Post Volynskij. In 1935-1936 a large factory was constructed near the station by military authorities. About 5000 workers were
50X1 employed there. [redacted] The plant was connected with the station by about 1½ km of siding.

Station Kiev-Petrovka

15. Station Kiev-Petrovka was a first class station, located on the circle between Darnitsa and Post Volynskij. The station was important commercially because it served the industrial plants of the "Podol" section of Kiev. The "Podol" had several mills and warehouses. The station was located on the bank of the Dnepr River and also served as a port-station. Lumber, grain and vegetables transported by water were unloaded here for trans-shipment and warehousing. There were 12 tracks at the station. About 150 cars a day were loaded and unloaded.

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16. Station Nezhin is located at the intersection of the Kiev-Moscow and Chernigov-Priluki lines. It is a first class junction station. It had up-to-date technical equipment in 1942. There were 12 tracks in its "Kiev switch yard" for receiving trains from Kiev and dispatching them to Bakhmach-Moscow and Priluki-Chernigov. There were 11 tracks for trains from Bakhmach and Chernigov to Kiev and Priluki and seven tracks for all passenger trains. All switches were hand operated, the main ones being locked by the "Melentiev System" and all others by padlock. There was an average turnover (24 hours) of between 2000 and 2500 cars. There was only a small brickyard in the city of Nezhin. A cucumber pickling factory located near the station produced between 200 and 250 cars of pickles per year. An oil refinery, which processed sunflower seeds and produced between 100 and 150 cars of oil per year, was also located nearby. Between Nezhin and Darnitsa there were three sugar refineries located at stations Nosovka, Kobyschy and Bobrovitsa. The refineries processed between 2000 and 3000 cars of sugar beets each year.

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